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## SECTION 1900 - SOCIAL AND ECONOMIC CONDITIONS

### SECTION 1910.00 - INTRODUCTION

This section discusses considerations related to potential social and economic impacts of a transportation project, including the following categories:

- **Social**— Impacts on community cohesiveness, changes in neighborhood travel patterns, accessibility, recreation, school districts or community facilities, traffic safety and public safety, and environmental justice issues specifically affecting residents such as those who depend on public transportation and those who live in areas where elements of the environment such as air, water, and groundwater have been degraded.
- **Economic**— Impacts to the local economy and long-term impacts that may lead to significant economic loss of business and employment.
- **Housing**— Impacts on established housing areas.
- **Relocation**— Impacts that would require relocation of people, housing, or businesses. For related information on environmental justice issues, see [Section 2000](#).

Many, if not most, ITD projects will not require the depth of detail concerning social and economic impacts that is presented here. However, in dealing with impacts in areas of higher population density or commercial activity, the information presented in this chapter will often be helpful and advisable. This chapter is especially helpful when considering other environmental justice issues (See [Section 2000](#)).

**1910.01 Summary of Requirements.** Under NEPA implementing regulations, social and economic impacts of transportation projects must be assessed and documented.

#### 1910.02 Abbreviations and Acronyms.

ADA	Americans with Disabilities Act
CIA	Community Impact Assessment
EJ	Environmental Justice
USDOJ	United States Department of Justice

#### 1910.03 Glossary.

**Joint Development**— Participating cooperatively with a local jurisdiction or private party in an element of the project or impact mitigation.

## SECTION 1920.00 - APPLICABLE STATUTES AND REGULATIONS

**1920.01 National Environmental Policy Act.** The National Environmental Policy Act (NEPA), 42 USC 432, requires that all actions sponsored, funded, permitted, or approved by federal agencies take a systematic, inter-disciplinary approach in considering environmental and community factors in decision making. Federal implementing regulations are in 23 CFR 771 (FHWA) and 40 CFR 1500-1508 (CEQ). For details on NEPA procedures, see [Section 200](#).

**1920.02 Uniform Relocation Assistance and Real Property Acquisition Act.** This 1970 statute, amended in 1987, establishes a uniform policy for the fair and equitable treatment of individuals and businesses displaced as a direct result of programs or projects undertaken by a

federal agency or with federal financial assistance. The primary purpose of this act is to ensure that such persons shall not suffer disproportionate injuries as a result of programs and projects designed for the benefit of the public as a whole and to minimize the hardship of displacement. The act is available online at FHWA's web site: <http://www.fhwa.dot.gov/> Click on FHWA Programs, then Environment, then Environmental Justice, then The Facts, then Legislation and Guidance. Or visit the site at <http://www.fhwa.dot.gov/environment/ejustice/facts/index.htm#legislation>.

## SECTION 1930.00 - POLICY GUIDANCE

No specific federal or state plans or policies address social or economic issues that might provide guidance for ITD staff. Local comprehensive plans may contain policies addressing social issues and/or economic development. These plans should be reviewed during preparation of NEPA or 4(f) studies. See also [Section 1700](#), [Section 1800](#) and [Section 2000](#).

## SECTION 1940.00 - TECHNICAL GUIDANCE

**1940.01 ITD Social and Economic Reports** . These studies should be performed in coordination with local agencies. See also the environmental justice [Section 2000](#), which includes additional guidance.

**1940.01.01 Social Elements.** This Social Impacts Report covers such things as community cohesion, recreation, regional and community population characteristics and growth, public services, pedestrian and bicycle facilities, safety, and environmental justice. The “affected environment” covered by this report includes community cohesion (neighborhood population characteristics and linkages with churches, schools and other community facilities); parks and recreation activities and facilities; population characteristics and growth government, religious and social facilities and services; pedestrian and bicycle facilities); and environmental justice (see also [Section 2000](#)).

**1940.01.02 Economic Elements.** The Economic Impacts Report covers such things as the area's general economic climate, established business districts, and businesses related to transportation facilities. The “affected environment” covered by this report includes: overall economic climate, farm and business activity, employment, property values, and local economy.

**1940.01.03 Relocation.** The Relocation Impacts Report covers the potential for transportation projects to result in relocation of residences or businesses. The “affected environment” covered by this report includes: population characteristics (such as ethnicity and race, handicapped, elderly, family, income level, owner/tenant status); businesses (numbers and types of businesses and farms), employment, availability of replacement sites; and long term stability of the area. See also [Section 2000](#).

**1940.02 FHWA Technical Advisory.** FHWA Technical Advisory T6640.8A, *Guidance for Preparing and Processing Environmental and Section 4(f) Documents* (October 30, 1987), gives guidance on preparing sections on social, economic, and relocation impacts, and joint development. This guidance, summarized below, is available online at FHWA's home page, <http://www.fhwa.dot.gov/>. Click Legislation, Regulations and Guidance, then FHWA Directives

and Policy Memorandums, then FHWA Technical Advisories, then T6680.8A. Or go to <http://www.fhwa.dot.gov/legsregs/directives/techadvs/t664008a.htm>.

#### **1940.02.01 Social Impacts.**

The environmental document should discuss the following for each alternative:

1. changes in the neighborhoods or community cohesion for various social groups as a result of the proposed action;
2. changes in travel patterns and accessibility (e.g., vehicular, commuter, bicycle, or pedestrian);
3. impacts on school districts, recreation areas, churches, businesses, and police and fire protection services (including both direct impacts to these entities and indirect impacts of displacing households and businesses);
4. impacts of alternatives on highway and traffic safety and on overall public safety;
5. social groups especially benefited or harmed by the proposed project, particularly disproportionate impacts to elderly, handicapped, transit-dependent, and minority and ethnic groups

**1940.02.02 Economic Impacts.** Where there are foreseeable economic impacts, the draft EIS should discuss the following for each alternative:

- The economic impacts on the regional and/or local economy such as development, taxes and public expenditures, employment opportunities, accessibility, and retail sales.
- Impacts on the economic vitality of existing highway-related businesses (e.g., gasoline stations and motels) and the overall local economy.
- Impacts of the proposed action on established business districts, and any opportunities to minimize or reduce such impacts by the public and/or private sectors.

**1940.02.03 Relocation Impacts.** Following is a summary of information regarding households and businesses that should be discussed for each alternative when a proposed project will result in displacements:

- Estimated number and characteristics of households to be displaced.
- Comparison of available housing with the housing needs of these households.
- Affected neighborhoods, public facilities, non-profit organizations, and families; special relocation considerations and the measures proposed to resolve these relocation concerns.
- Measures to be taken if available alternate housing is inadequate.
- Estimate of the numbers, descriptions, types of occupancy (owner/tenant), and sizes (number of employees) of businesses and farms to be displaced. Describe business or farm products and services, particular requirements, and specific availability of replacement sites or buildings.
- Coordination with local governments, organizations, groups, and individuals regarding residential and business relocation impacts, including any measures or coordination needed to reduce general and/or specific impacts.

The report should include a statement that (1) the acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and (2) relocation resources are available to all relocatees without discrimination. Plans to conduct these programs and provide these resources should be developed as well.

**1940.02.04 Joint Development.** Where appropriate, the draft EIS should identify and discuss joint development measures, undertaken by ITD in cooperation with a local jurisdiction or private party that will preserve or enhance an affected community's social, economic, environmental, and visual values. This discussion may be presented separately or combined with the land use and/or social impacts presentations. The benefits to be derived, those who will benefit (e.g., communities and/or social groups), and the entities responsible for maintaining the measures should be identified.

**1940.03 Other FHWA Resources.** The following FHWA publications on community impacts may be useful in analyzing social and economic impacts.

- *National Community Impact Assessment Research Design Team – Recommendations for Development of the Strategic Plan.* Prepared for FHWA by the Center for Urban Transportation Research, University of South Florida (April 1999).
- *Community Impact Mitigation Handbook.* Publication No. FHWA-PD-98-024 (May 1998).
- *Community Impact Assessment: A Quick Reference for Transportation.* Publication No. FHWA-PD-96-036 (September 1996). See description in [Section 2000](#).

These documents may in future be available online at FHWA's web site:

<http://www.fhwa.dot.gov/> Click FHWA Programs, then Environment, then Environmental Justice (under Transportation), then Resources, or go to <http://www.fhwa.dot.gov/environment/ejustice/lib/index.htm>.

**1940.04 Community Impact Assessment.** As Idaho continues to develop, ITD projects will increasingly be subject to impacts on larger and larger population concentrations. **Highway projects should be designed with the input of the people they will affect.** Making the highway project impact advantageous to people is the responsibility of the highway builder. **When highway projects impact people's daily lives negatively, the potential for discord increases.**

**1940.04.01.** In order to ensure that the intended project is advantageous to the majority of the traveling public and to the public who lives, works, or plays in the project impact area, a Community Impact Assessment (CIA) must be conducted. The steps in performing a CIA are as follows:

- Alert the public to proposed action.
- Exchange information with the public concerning the impacts and benefits of the action.
- Incorporate public input into the action design.
- Inform public of the final design.

Note that elements of CIA include Public Involvement, Context Sensitive Design, Environmental Justice, Context Sensitive Solutions, Socio-Economic Impacts and NEPA. In the final analysis, NEPA is the driving force behind public involvement and CIA. Part 1500.1(b) of NEPA states "...Accurate scientific analysis, expert agency comments, and *public scrutiny* are essential to implementing NEPA..." In addition, part 1500.1(f) states "Use all practicable means, consistent with the requirement of the Act and other essential considerations of national policy, to restore and enhance the quality of the human environment and *avoid or minimize any possible adverse effects of their actions upon the quality of the human environment.*"

**1940.04.02 Simple Actions in Sparsely Populated Areas.** A CIA is not a form or a check list; it is a process and that process is typically unique to each project. For instance, an overlay in

sparsely developed areas may require nothing more than an article in a local paper describing the action, when it will take place, how long the road will be disrupted, if detours are required and how to contact the ITD district. This notice should be other than a legal notice since many people do not read legal notices. A supporting notification would be an explanatory sign at the beginning and end of the proposed project, far enough in advance of the construction date, so the traveling public would be aware of the upcoming action and could make appropriate plans.

Although ITD may not have had face to face contact with the public concerning this action, the public has had sufficient notification of the proposal so that any adverse effects could be discussed with ITD.

**1940.04.03 Complex Actions in Densely Populated Areas.** When more complex actions or actions in more populated areas are planned, the CIA must be much more involved. In these instances, person to person public contact must be made. This public contact can be made in a number of ways, some of which are listed below:

- Formal Public Hearings
- Informal Public Hearings
- Public Meetings
- Door to Door Canvassing
- Radio Talk Shows
- Speaking at Organizational Meetings
  1. Civic Functions
  2. School Meetings
  3. Church Meetings
  4. Neighborhood Functions

**1940.04.04 Defining the Public.** When deciding how to inform the public concerning an upcoming opportunity to hear about and discuss the upcoming project, the first step is to determine who the public is that would be impacted or concerned about the proposal. Consider how many of the following sectors of the public might be impacted.

- Homeowners; landlords; business owners; renters
- Professionals; shift workers; day laborers
- Those dependent upon public or alternative transportation
- Senior citizens; those with physical limitations
- Low-literacy individuals; limited-English-proficiency individuals

**1940.04.05 Methods of Contact.** Once the various sectors of the public that make up the impacted population are determined, the decision must be made as how best to contact each population sector. It is not difficult to determine that a newspaper article may reach many of the middle class, married people who work the standard 8-to-4 or 9-to-5 jobs. Reaching a low-literacy, migrant agricultural worker with no automobile, who speaks little English and might not trust that he and his family will be safe at City Hall, is a far more complex issue. Although that example is extreme, it is very relevant in some areas of Idaho.

Some methods of contact are as follows:

- Local Newspapers
- Minority Newspapers or Newsletters
- Local Radio Stations
- Radio Programs for Minority Audiences
- Notice at Senior Centers
- Notices at Community Events
- Notice at Grocery Stores
- Notice at Minority Gathering Center
- Signs at Project Site
- Signs at Day Labor Pickup Point
- Notice in Church Bulletins
- Notice at Clinics
- Notice at Work Sites
- Letter to Case Workers
- Notice at Schools
- Notice Sent Home With Students (in more than one language as needed)

**1940.04.06 Meeting Logistics.** Arranging a meeting site involves more than simply finding a large room somewhere near the proposed project. Review the components of the particular public identified for the involvement process. Does that public involve shift workers or agricultural workers? Ag workers generally cannot make an afternoon meeting. Shift workers are obviously constrained by the shift hours. What about people with limited access to transportation? Would some of the intended attendees be uncomfortable in a government facility? Is the meeting place safe for women to walk to and from?

All of these factors and others must be considered when setting the time and place of the public involvement meeting. If a meeting cannot be arranged to accommodate the components of the particular public, then perhaps multiple meetings in different locations at different times are the solution.

**1940.04.07 Assessment Goals.** After determining the public for the particular project, contacting the public and arranging for the proper meeting logistics, an agenda for the community impact assessment must be drafted. To assess the project impact to the community, questions must be scaled to the project and the community impacted. In other words, not all community impact assessments will focus on the same project impacts and not all projects will have the same impacts to a community.

The first goal should be to define the community. Reviewing maps will seldom define a community to those who do not live in the community. For instance, a road widening action from Elm Street to Market Street might appear to define a certain residential community. However, church, schools, grocery stores and YMCA are outside the project boundary but the church for the predominant area religion is within the boundary and adjacent to the street. What, then, describes the community? The people, who show up at the public information meetings, if the meeting is properly advertised, will describe the community that will be impacted.

The following questions can be asked to help define the community:

- How do you define your community?
- What do you know of the history of your community?

- What do you like best about your community?
- What do you like least about your community?
- Do you have extended family in the community?
- Where do travel for church, shopping, medical treatment, school, entertainment?
- What is the positive impact of this project on you individually?
- What is the negative impact of this project on you individually?
- What is the positive impact of this project on your community?
- What is the negative impact of this project on your community?
- What is the best way to get project information to you?
- What is the greatest change in your community in the past five years?
- Do you have any comments on any other transportation issues outside of your community?

**1940.04.08 Additional Information.** For additional information concerning CIA and Public Involvement, go to <http://www.ciatrans.net/resources.html>. Several guides to public involvement are available at <http://www.fhwa.dot.gov/environment/pubinv2.htm>. These sites contain much more detail on working with the public and defining the public for the particular project. Also contained are websites for information sources for hard-to-gather community information.

#### **SECTION 1950.00 - PERMITS**

None.

#### **SECTION 1960.00 - NON-ROAD PROJECT REQUIREMENTS**

Rail, aviation, and non-motorized transport systems are subject to the same policies, procedures, and permits that apply to road projects.